



THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant Application of: Robert E. Jones

Serial No.: 09/668,494

#10
Walden
11/12/03
Art Unit: 3629

Filed: September 22, 2000

Examiner: Dixon, T.

For: AUTOMATED METHOD AND SYSTEM FOR
RECOGNIZING UNFULFILLED OBLIGATIONS, ETC.

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DECLARATION OF ASSIGNEE

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As President and Chief Executive Officer of Airline Automation, Inc., the corporation to which United States Patent Application Serial No. 09/668,494, filed September 22, 2000, is assigned, I hereby declare that I have the right to make this Declaration.

(1) I am informed that the examiner in charge of the above-identified application has required under 37 CFR § 1.105 evidence in possession of the assignee relating to public use or sale of the subject matter of the application and particularly user manuals, business plans, sales presentation materials or product descriptions and relating to products of the assignee inter alia and that were offered for sale or sold more than one year prior to the application.

(2) The assignee does not have any such evidence in its possession and no such evidence exists.

(3) The novel subject matter disclosed in the application and recited in claims 25 through 44 herein asserted was developed as improvement over the flight firming methodology which had been a product of the assignee under the trademark Predator prior to June of 2000.

(4) In September of 1999, the assignee developed a business relationship with American Airlines as was announced inter alia in a newswire as seen in Exhibit I attached hereto, this newswire being of record in the prosecution of the application.

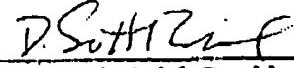
(5) While the newswire of Exhibit I refers to a product known under the Predator trademark and its use in flight firming, the Predator product mentioned in Exhibit I was inadequate to handle flight firming for a client such as American Airlines, prior flight firming methodology used under the Predator trademark being adequate only for relatively smaller clients.

(6) In order to meet the requirements of American Airlines among others as of the year 2000, the flight firming methodology disclosed in the application and now recited in claims 25 through 44 was developed in June of 2000 and the application was filed on September 22, 2000.

(7) No evidence thus exists of use or sale and having a date more than one year prior to September 22, 2000 and which is referable to the improved flight firming methodology disclosed in the application and recited in claims 25 through 44.

(8) I hereby state that I have reviewed and understand the contents of this Declaration as well as Exhibit I appended hereto.

(9) I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true, and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application referred to hereinabove or any patent issued therefrom.


D. Scott Kimbriel, President and CEO
Airline Automation, Inc.
3530 E. Campo Abierto, Suite 200
Tucson, Arizona 85718

Date 10/27/03

1/9/193 (Item 51 from file: 20)
DIALOG(R) File 20:Dialog Global Reporter
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07231462 (THIS IS THE FULLTEXT)

American Airlines Chooses AAI's Automated Flight Firming System

PR NEWSWIRE

September 15, 1999

JOURNAL CODE: WPRW LANGUAGE: English RECORD TYPE: FULLTEXT

WORD COUNT: 230

TUCSON, Ariz., Sept. 15 /PRNewswire/ -- Airline Automation Inc. today announced that American Airlines has selected AAI's automated flight firming application, called Predator(TM), to flight-firm the routes it picked up after the recent purchase of Reno Air.

AAI will be providing automated flight firming services from its state-of-the-art computer facility in Tucson, AZ. On the selected American markets, AAI's Predator(TM) robotics applications will provide to American Airlines the ability to enforce ticketing time limit rules on travel agency made bookings through the Global Distribution System (GDS). Enforcement of ticketing time limits increases the number of ticketed reservations, dramatically reducing no-show levels and spoilage and increasing the onboard load factor on sold out flights.

Customers have the ability to create their own customized flight firming rules to get the greatest benefit from the flight firming service. Rules can be based on flight number, market, class of service, date of travel, date of booking, country of booking, status code, GDS, or any combination. This flexibility makes it easy for the airline to create special rules for holiday periods (including the millennium celebration), high/low season, and virtually any market condition that must be considered.

AAI provides flight firming and other services to over 30 domestic and international airlines. For more information, visit the AAI web site at <http://www.AirAuto.com> or call 1-800-369-5875.

/CONTACT: Frank Arciuolo of Airline Automation Inc., 800-369-5875 ext. 14/ 08:01 EDT

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COMPANY NAMES: American Airlines Inc; Reno Air Inc

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REGIONS: Americas; North America; Pacific Rim

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